

**CITY OF CORVALLIS
COUNCIL WORK SESSION MINUTES
September 20, 2016**

The work session of the City Council of the City of Corvallis, Oregon, was called to order at 3:31 p.m. on September 20, 2016, in the Madison Avenue Meeting Room, 500 SW Madison Avenue, Corvallis, Oregon, with Mayor Traber presiding.

I. CALL TO ORDER

Present: Mayor Traber; Councilors Baker, Beilstein, Brauner, Bull (3:39 pm), Glassmire, Hann, Hirsch (3:32 pm), Hogg, York

II. COMMUNITY RELATIONS ADVISORY GROUP (CRAG) ANNUAL REPORT

CRAG Co-Chairs Jonathan Stoll and Roen Hogg reviewed the annual report. Mr. Stoll presented a document created by the Oregon State University (OSU) Advocacy and Prevention Center that summarizes efforts related to alcohol and livability issues (Attachment 1). The neighborhood livability survey will be conducted this fall. Additional board members include representatives from Linn-Benton Community College and OSU United Greek Council. In November, a town hall will focus on preventing underage and high-risk drinking. A grant was received to initiate an education program for retailers related to over consumption and serving minors. CRAG provides a forum for the community to express concerns, specifically about issues in the OSU-adjacent neighborhoods. The International Town and Gown Association conference will be held in Eugene in 2017. The conference will provide an opportunity for CRAG to present and learn about best practices occurring at other institutions. Inclusion of students on the Board results in hearing a fresh perspective and provides the students with connectivity and a sense of pride. The students developed a program to clean up the neighborhood after fraternity parties. Students also bring forward safety concerns. Students are interested in how local government works. Including them in development of the livability code and OSU Master Plan is a good educational tool. Council suggested CRAG consider holding some meetings on or near campus.

Police Chief Sassaman reported that the City is currently hiring one sergeant and two officers to join the livability officers the City currently employs. The funding from OSU will be allocated in July 2017 and will include \$400,000 per year.

III. KINGS BOULEVARD EXTENSION ALIGNMENT UPDATE

Mayor Traber announced that staff is requesting Council feedback whether the information included in the meeting materials was sufficient to make a decision if and when an actual application is brought forward for Council consideration.

Community Development Director Bilotta clarified that the information included in the report was compiled by a potential applicant as a hypothetical proposal for a non-hypothetical area. The applicant could submit something completely different than the set of circumstances included in the report.

City Manager Shepard explained that when Council denied the original application in January, the sense was that Council did not have enough information to make any other decision. The intent is to identify the information Council would need to make a viable decision. Council could make a decision independent of receiving an application.

Mr. Bilotta confirmed that an application could include staging a road that is not a major thoroughfare through an area that is sensitive until such a need has been demonstrated, even if the right-of-way exists. Council could make an independent decision, separate from an application, to establish an alignment so future applications for development would have that alignment. The LUBA remand indicated that Council could choose an alignment.

City Engineer Gescher referred to attachments in the staff report. Attachment A identifies the natural features and hazards on the site and connection points. The connection point of Kings Boulevard at the northeast corner includes easements that were previously established with the Highland Dell platting to allow Kings Boulevard to connect to Lester Avenue. Subsequently, property to the north was improved with additional easements. Attachment B is an overlay of three options that were considered related to the natural features. He noted that Options B and C in the attachment were reversed. Attachments C, D, and E include contours adjacent to the roadway that identify cuts and fills associated with construction of the roadway per City design standards. Attachment F identifies an alignment with impacts to surrounding property that allows for a slightly steeper (than standard) roadway and side slopes. Attachment G is a spreadsheet quantifying the natural features/hazards information graphically shown on the previous attachments. The Attachment H spreadsheet summarizes the variation of slopes for any of the options.

Mr. Gescher distributed another summary to Councilors (Attachment 2) that provides the total impact to all natural features and the maximum cut and fill depth.

Councilor feedback/requests were as follows:

Councilor Brauner: The materials do not provide the two percent maximum alternative standard. There is no judgement of slope difference in terms of icy conditions or similar situations that compare standards versus variance. Providing Council with information well ahead of the public hearing is desirable to allow time to analyze the complicated issues.

Councilor Hirsch: Include the minutes from the Council meeting when the topic was previously discussed (*August 1, 2016*).

Councilor York: In reference to cut and fill, the numerical data is helpful. An explanation on how to interpret the numerical data related to the impact of riparian impacts is needed. Is it better for a riparian area to have the roadway track beside a stream or be located further away?

Councilor Glassmire: What is the impact of exceptional events; e.g., heavy rains? Are ecological impact estimates available?

Councilor Hann: Are the slopes consistent with Fire Department access needs? Does the City have the capability of creating a computerized virtual reality program to visualize driving the road? *Mr. Shepard: The program could be informative and instructive, but could not be used as criteria for a land use decision.*

Councilor Hann: How does Council arrive at a decision to not engineer this roadway based on assumptions that were made many years ago that may never materialize?

Councilor Bull: Provide visuals of what the street looks like with cuts/fills (could identify similar roadway construction). Are the natural features in current code different than the natural features inventory? *Mr. Bilotta: The natural resources inventory has been incorporated into the code.*

Councilor Bull: How do we accommodate the natural features that came after the plan?

Councilor Hogg: Provide additional information about the slope. Identifying other streets with similar slopes would be acceptable. More detail is needed about the significant vegetation; e.g., 200-year-old oak trees.

Councilor Baker: At what point is a geotechnical report required? *Mr. Gescher: The report can be generated well in advance or when Council reviews plans. One may have already been provided for this specific site.*

Councilor Hann: What types of fill have been approved in the past and how does it impact adjacent properties? *Mr. Shepard: In considering alignment and design, if there is an issue of stability of the slopes, staff would require it be engineered to make it stable, otherwise the development would not be approved. Public improvements are vetted through engineering and design. Home building is vetted through Development Services. There are requirements for geotechnical assistance and design to ensure slope stability, fill type, inspection, and those types of items.*

Councilor Baker: What are the impacts on developable land? Provide overall design impacts on the entire site under each option.

IV. COMMUNITY COMMENTS

Vanessa Blackstone said clear and concise information is helpful for the public to understand all of the issues. She noted that all three options have the same fixed points and suggested that it may be helpful to consider an alternate fixed point at the north. She added that she sent the Mayor and Councilors an e-mail today with additional comments (Attachment 3).

Marie Wilson testified that the proposal clearly identifies the options. Regarding the cut/fill for the 4:1 and 2:1, there is a dramatic difference in reducing the amount of significant features. An additional option of a two-lane proposal is desirable. Potentially, that would take less natural features and require less cut/fill. She concurred that with modifications, the demographics do not require an arterial road, but rather a collector road.

Rana Foster submitted written testimony regarding the King Boulevard extension (Attachment 4).

V. OSU-RELATED COMPREHENSIVE PLAN AMENDMENTS

Mayor Traber announced that a public hearing was scheduled for October 17, 2016, to consider the issue.

Senior Planner Johnson provided a brief overview of the meeting materials. She noted that Planning Commissioner Woods was available to answer questions about the development of the recommendations.

Attachment A of the staff report was developed as a result of the Council Goal related to City-OSU relations and to initiate the Plan Review Task Force (PRTF) that considered the

Comprehensive Plan (CP) findings and policies related to OSU. In late 2015, the PRTF presented Council with a recommendation that included a number of changes to findings and policies related to several articles in the CP, as well as a remaining issues list. Council then initiated the CP amendment process. The Planning Commission received recommendations from the PRTF, the remaining issues list, and an analysis and suggestions from staff. The staff report includes links to all of the materials reviewed by the Planning Commission. To present the proposed changes in context, Attachment A contains the Planning Commission's final recommendations within the affected CP Articles.

Mr. Shepard noted that a lot of information was presented for the Council to read and evaluate before the public hearing. Staff wanted to provide Councilors time to ask questions now and to bring additional questions to staff prior to the public hearing. The goal was to make the Council's time at the public hearing as effective and efficient as possible.

Councilor Beilstein: There is little recognition of the concept that Corvallis is an employment center and commuter destination. It is surprising that Section 8, Economy, does not mention it since business and employment create the demand for commuting. Section 9, Housing, and Section 11, Transportation, recognizes the commuter nature of Corvallis.

Mayor Traber: This review is OSU-related proposed changes, not the entire CP. *Mr. Bilotta: During the review with the Planning Commission, the recommendations from the PRTF were not in context so it was difficult to not expand issues City-wide versus only consider OSU-related issues.*

Councilor Hogg: Some of the information is dated 1997 and some has been updated to 2014. Will the final draft be updated to the latest dates? *Ms. Johnson: References to other master plans or supporting documents are throughout the CP. There are areas that reference documents that are no longer in use by the City or other organizations. There are also instances where City documents that have been updated are not reflected as having been updated. There is an opportunity at some point to check all of the supporting documents and materials to see if they are still in use and/or have been updated. Future updates to the CP that review the entire plan would be a good time to update the referenced documents. It will take a significant amount of time to check all of the lists at the end of each article.*

Councilor Baker: Provide a one-page summary describing what is being addressed and how it is being addressed. The CP includes a statement about not having a good method to oversee master plans. Other statements indicate there will be master plans and this is what the master plan will do. To make a good decision on those findings or policies is to understand how staff will deal with and enforce master plans. *Ms. Johnson: Article 1, Chapter 1.2, includes a finding that states the City does not currently have strict policies or procedures to deal with non-City master plans. There are two policies below that finding that state the City needs to do that.*

Councilor Baker: It is preferable to understand what the City's plan is related to master plans prior to agreeing there will be a master plan.

Councilor Bull: Include the unresolved issues list. Will the Council be dealing with the master plan issue now or is that something that happens later? Article 8 language is updated in large parts and other parts are outdated, such as economic development allocations. Transportation could benefit from more proactive work for what the City would want to see in a future master plan and how to handle transportation management.

Councilor York: When policy language states the City “shall” do something, the expectation is the City will do it. Finding 3.2.c, “...cooperation is necessary to prevent simply shifting land-use issues from one entity to another” is a critically important statement. There is a good definition for Transportation Demand Management (TDM), but it does not need to be referenced each time. What is being done to eliminate the parking utilization cap that required OSU to add parking if utilization reaches a certain percentage? The policy incentivized OSU to push parking into the neighborhoods. The Planning Commission asked the Council to consider the implications of Policy 11.4.10. What is the background? *Ms. Johnson explained that the PRTF developed Policy 11.4.10. During the Planning Commission review, concern was expressed by the public regarding C. and D. The issue was related to residential parking districts and including policy language that states parking fees can be used for other things as opposed to within those residential parking districts or to support parking management practices. There is a distinction between the fees the City collects for residential parking permits and parking fees, such as meters and long-term permits. The Planning Commission felt this was a policy decision that should be made by the Council.*

Councilor Baker: It would be useful to review the Council Policy that explains the City’s parking fees approach and the Planning Commission minutes related to discussions about Policy 11.4.10. What is this policy trying to achieve? Is there a reason this issue was not added to the unresolved issues list? *Mr. Woods said the policy was a general parking issue related to OSU. The Planning Commission was not able to decide whether to include the policy, which is why they requested that the Council carefully consider it. The items on the unresolved issues list were minor compared to Policy 11.4.10.*

Councilor Hann: Will this amendment inform OSU about what the City needs them to address? By amending the CP, are we moving in the right direction or adding to the problems of the Land Development Code (LDC)? *Mr. Bilotta: The CP is a policy document and the proposed amendments address those policies. The CP does not solve all of the pieces; it provides goals. How to get to the goals is the next step and the LDC plays a role in that.*

Councilor Bull: Has there been a legal review of the proposed amendments? There is a concern about the use of “shall” in some areas. How appropriate are the housing references? *Ms. Johnson: The City Attorney was present for the Planning Commission's deliberations and they provided an opinion about the use of “shall” and related responsibilities.*

Councilor Brauner: There are a lot of different avenues the Council can take, but the Council really only has control of the LDC. The other policies require mutual agreement.

Councilor Bull: In discussions about LDC Chapter 3.36, the sense was that it was not functional and that it was odd to have a LDC Chapter related to a single master plan. Should every master plan have a chapter in the LDC?

Mayor Traber: Can staff provide an analysis of what it would mean if every master plan had a chapter in the LDC? *Mr. Bilotta said once the CP is amended and it moves into implementation, staff would come back to the Council with options and an analysis of each option. Mr. Woods added that during discussions about LDC 3.36, there was a concern that if a zone was established for a specific entity, would it preclude legislative action in the future. The City Attorney opined that if the decision on a hearing only impacted one entity in the community, it must be quasi-judicial.*

VI. ADJOURNMENT

The meeting adjourned at 5:37 pm.

APPROVED:

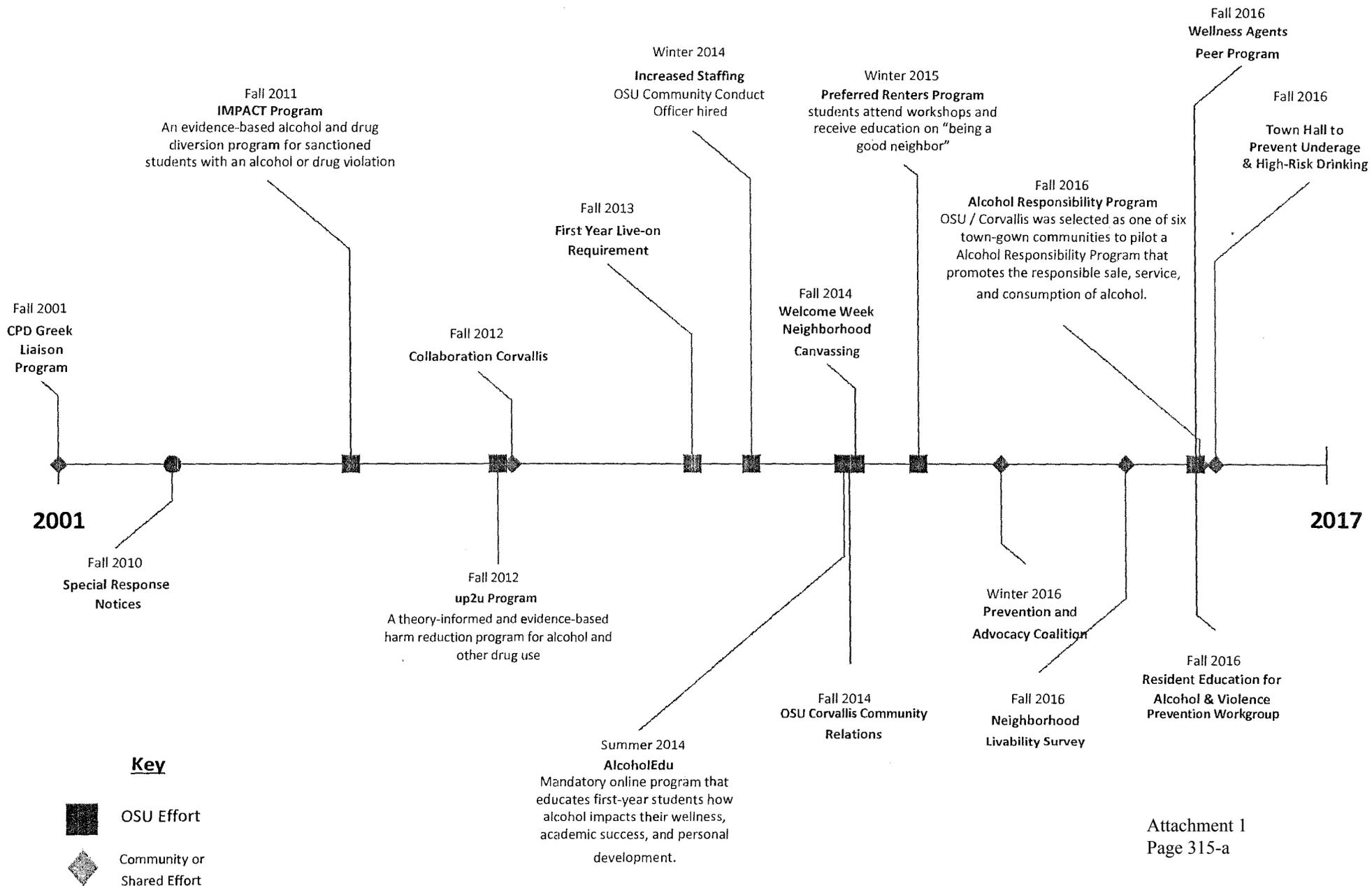
MAYOR

ATTEST:

CITY RECORDER

Alcohol and Livability

Prevention and Education Timeline



OSU Efforts

- IMPACT Program
 - Fall 2011
 - An evidence-based program alcohol and drug diversion program for students sanctioned for an alcohol and/or drug violation
- Collegiate Recovery Community
 - Fall 2013
 - The Collegiate Recovery Community offers recovery housing on campus, a clubhouse for a sober environment for students to hang out and study, and additional resources to support students in their alcohol and substance-free lifestyle
- First Year Live-on Requirement
 - Fall 2013
 - Oregon State University implemented a requirement that all first-year students live in on-campus housing during their freshman year
- Increased Staffing
 - Winter 2014
 - Community Conduct Officer hired for the office of Student Conduct and Community Standards
- AlcoholEdu
 - Summer 2014
 - A mandatory online program that educates first-year students how alcohol can impact their wellness, academic success, and personal development.
- Increased Staffing
 - Fall 2014
 - Director of Corvallis Community Relations hired
- Community Welcome Neighborhood Canvassing
 - Fall 2014
 - Volunteers visit neighborhoods to meet Corvallis residents and distribute information with resources, tips and information designed to foster increased responsibility and improved neighborhood livability.
- Alcohol, Drug, & Violence Prevention Center
 - Fall 2014
 - The vision of the Alcohol, Drug, & Violence Prevention Center is to create a safe and supportive learning environment in which OSU students thrive that is free of high-risk alcohol and other drug use, and violence
- Preferred Renters Program
 - Winter 2015
 - Students attend workshops and receive education on “being a good neighbor” in order to increase livability standards in Corvallis Community

- Increased Staffing
 - Spring 2015
 - New Director for Center for Fraternity and Sorority Life hired

- START Orientation Gameshow
 - Summer 2015
 - Gameshow to provide alcohol, violence, and wellness education to students during summer orientation sessions in a fun and engaging game

- Increased Staffing
 - Summer 2015
 - Alcohol, Drug, & Recovery Specialist hired for the Alcohol, Drug, & Violence Prevention Center

- Increased Staffing
 - Fall 2015
 - Certified Alcohol & Drug Counselor (CADC III) hired for the Alcohol, Drug, & Violence Prevention Center

- Interfraternity Council (IFC) Social Event Policy
 - Fall 2015
 - Policy aimed to reduce risks involved with social activities in fraternities and/or their affiliated properties. Fraternities must report a social event at least 48 hours prior to the event taking place.

- Increased Staffing
 - Summer 2016
 - Alcohol, Drug, & Violence Prevention Coordinator hired for the Alcohol, Drug, & Violence Prevention Center

- Wellness Agents Peer Program
 - Fall 2016
 - Students can get involved in making OSU a healthier, more inclusive community by working with professional faculty in Alcohol, Drug, & Violence Prevention, Community relations, Survivor Advocacy, Health Promotion, and Mental Health.

- Resident Education for Alcohol and Violence Prevention Workgroup
 - Fall 2016
 - Professional faculty from University Housing and Dining Services and Alcohol, Drug, & Violence Prevention Center working together to assess successes and gaps in prevention work in order to provide recommendations to leadership on improving prevention efforts

Shared Community Efforts

- Corvallis Police Department Greek Liaison Program
 - Fall 2001
 - CPD assigns a police officer to each fraternity and sorority at OSU to establish and maintain a relationship as well as a way for CPD to provide education to the Greek Organizations
- Collaboration Corvallis
 - Fall 2012
 - Evaluates and recommends unique programs and standards that enhance livability around the OSU campus
- Prevention and Advocacy Coalition
 - Winter 2015
 - The OSU Prevention and Advocacy Coalition ensures strategic and coordinated efforts campus-wide related to prevention and advocacy and the broad use of evidence-informed best-practices. The Coalition employs a multi-unit stakeholder approach to create reach across the campus and within the community.
- Corvallis Relations Advisory Group (CRAG)
 - Spring 2015
 - Established by City of Corvallis and Oregon State University to enhance livability and community engagement. The group meets monthly to monitor progress of livability improvement projects and to share policy recommendations.
- OSU Prevention & Advocacy Coalition
 - Winter 2016
 - The OSU Prevention and Advocacy Coalition ensures strategic and coordinated campus-wide efforts related to prevention and advocacy and the broad use of evidence-informed best practices. The coalition has a goal to realize a vision of an OSU culture characterized by: (1) Respectful interactions and relationships, free of sexual assault and other forms of harassment and violence and (2) Safe and healthy attitudes, decision-making, and behaviors related to alcohol and other drugs.
- High Incident Weekend Strategy Group
 - Spring 2016
 - The City of Corvallis Police Department, Oregon State University and other partners, will implement prioritized strategies to improve community livability around high incident weekends and reduce high risk drinking.
- Neighborhood Livability Survey
 - Fall 2016
 - Random survey will provide a baseline of metrics from which the CRAG may measure the livability of Corvallis neighborhoods in subsequent years. Results will be used to identify livability concerns, and inform policy and programmatic recommendations for mitigating town-gown issues.
- Town Hall to Prevent Underage and High-Risk Drinking
 - Fall 2016

- The town hall on November 3, 2016 will include support from the Substance Abuse and Mental Health Services Administration (SAMHSA) to facilitate an increased awareness of evidence based strategies and expanded collaboration to reduce high-risk drinking.
- Alcohol Responsibility Program
 - Fall 2016
 - Oregon State University / Corvallis, OR was selected as one of six town-gown communities to pilot a Alcohol Responsibility Program that promotes the responsible sale, service, and consumption of alcohol.

County and State Efforts

- Alcohol Advertising Restrictions
 - Spring 2010
 - OAR 845-007-0020; Restricts “happy hour” advertising language, location of advertisements, and limits various claims that could be made with advertisements.
- Special Response Notices
 - Summer 2010
 - Corvallis Ordinance Section 5.03.150.010; Police can issue a warning to residence if they suspect a violation of the law, if police return to the same residence within 30 days of the warning they receive a citation and are billed for the second call, office time, administrative overhead, and vehicle use. Students began receiving letters starting the Fall of 2015
- Community Livability Officers
 - Summer 2015
 - A voter approved tax levy authorized funding for three additional Community Livability Police Officers to improve livability and address chronic criminal behaviors which negatively impact the community and to
- Oregon’s Medical Amnesty Law
 - Winter 2015
 - (ORS 471.430.10(a) If a person calls 911 for someone they think is experiencing alcohol poisoning, both the person making the phone call and the person in need of medical attention are protected from getting a Minor in Possession Charge regardless if they have been consuming alcohol and/or are under the age of 21.

Kings Boulevard and 29th Street

Impact to Natural Features

(Square Feet)

	Alignment		
	A	B	C
City Standard Slopes	702,367	1,028,968	1,244,714
Modified Slopes	389,142	584,621	638,412

Kings Boulevard and 29th Street

Maximum Cut & Fill Depth

(Feet)

	Alignment		
	A	B	C
Max Cut			
City Standard Slopes	26.80	29.25	49.65
Modified Slopes	19.80	27.56	31.13
Max Fill			
City Standard Slopes	15.48	61.23	43.20
Modified Slopes	21.57	37.54	26.53

TO: City Council

RE: Kings Boulevard Extension

FROM: Vanessa Blackstone, Timber Ridge Neighborhood Association President

DATE: September 19, 2016

Council,

City staff are presenting examples of information to you that will be helpful in rendering a decision regarding where, what, and in what capacity Kings Boulevard Extension through Taxlot 3500 will be developed. Having read the materials submitted in the Agenda packet, as well as speaking with Community Development Director Paul Bilotta, I am pleased to see impacts addressed in a more transparent fashion. Clear depiction of the positive and negative impacts is critical when decision makers face a choice that has no ideal result. This information, provided in a clear and concise way, will also streamline the public process as there will be less confusion of what is proposed, what the options are, and what the impacts will be.

To complement this information, I recommend the inclusion of the following:

- Bulleted list of opportunities and constraints listed for each alignment to allow a simple cost-benefit assessment at a glance
- Impacts for each alignment that include 29th street alignment. It isn't clear if these are included in the existing material
- City Staff indicate the "dead end" at the north end of King's aligns with a County-held easement across private property to construct a connection to Lester Avenue. This alignment involves a sharp 90-degree turn, and should be addressed when considering all alignments.
- At least one alignment that does not rely on the "dead end" as a fixed point, with intent to minimize natural features. This will allow Council to determine if a better road, long term, would be served by renegotiating easements out into the Urban Growth Boundary. See Figure 1 for a potential alignment that does not rely on the north fixed point. Conversations with City engineers indicated that an alignment in this location is plausible, but without direction from Council City staff will not make any other determinations
- Impacts for preferred alignment showing three lane build compared to two lane build. The North Corvallis Area Plan (NCAP) recommends a two lane build out to reduce impacts to natural features (NCAP Exhibit B-6). City staff have recommended a three lane build out instead. Comparison of the two options would help in prioritizing and making determinations.
- Information on the types of natural hazards and features so that Council can prioritize. I recommend using the Oregon Conservation Strategy, the overarching plan for conserving the state's fish and wildlife, to aid prioritization. The OCS is developed by the Oregon Department of Fish and Wildlife. Details can be found here: <http://oregonconservationstrategy.org/overview/> Corvallis is actually a Conservation Opportunity Area, with recommended conservation actions called out in the plan: <http://oregonconservationstrategy.org/conservation-opportunity-area/corvallis-area-forests-and-balds/>
- Given that oak savannas are a Willamette Valley strategy habitat identified in the OCS, including the number of oaks removed by each alignment in the impact table will provide a deeper understanding of the protected vegetation that will be impacted. A very young conifer stand does not have the same ecological value as a mature oak grove or even a mature conifer grove.

- Assessment (from City staff) of how the new urbanization study as well as current build out of North Corvallis affects expected service area of Kings Boulevard. Zone changes and densities that have not and will not meet zoning have altered demand. While it is not required for City Staff or applicants to deviate from the 30-year old transportation plan, good planning relies on good data, and this unique situation calls for good planning.
- If future level of service of Kings Boulevard is determined to require a three-lane build-out, inclusion of a phased two-lane build out that allows expansion to three lanes once there is need.

I make these recommendations based on what my own state agency utilizes in decision making for the state park system. We frequently plan long-term for large parcels, including placement of facilities and evaluating natural features. An example that blends neighborhood concerns, natural features, and facilities can be found here: <https://beltzplan.com/>.

Kings Extension is a major capital project that will forever alter Corvallis. It will impact not only TRNA, but all of the residents downstream and everyone that looks up at the hillside, as well as future residents in the Urban Growth Boundary. A safe road that minimizes impacts to natural features will be beneficial to all of us in the long run. No alignment will be a perfect solution, and it is ultimately up to the Council to determine what aspects are prioritized over others.

Thank you for your time and attention,

A handwritten signature in black ink on a light-colored background. The signature reads "Vanessa Blackstone" in a cursive script, followed by a long horizontal line that ends in a small dot.

Vanessa Blackstone
President, Timber Ridge Neighborhood Association

Figure 1. Kings Extension Alternative including off-property option

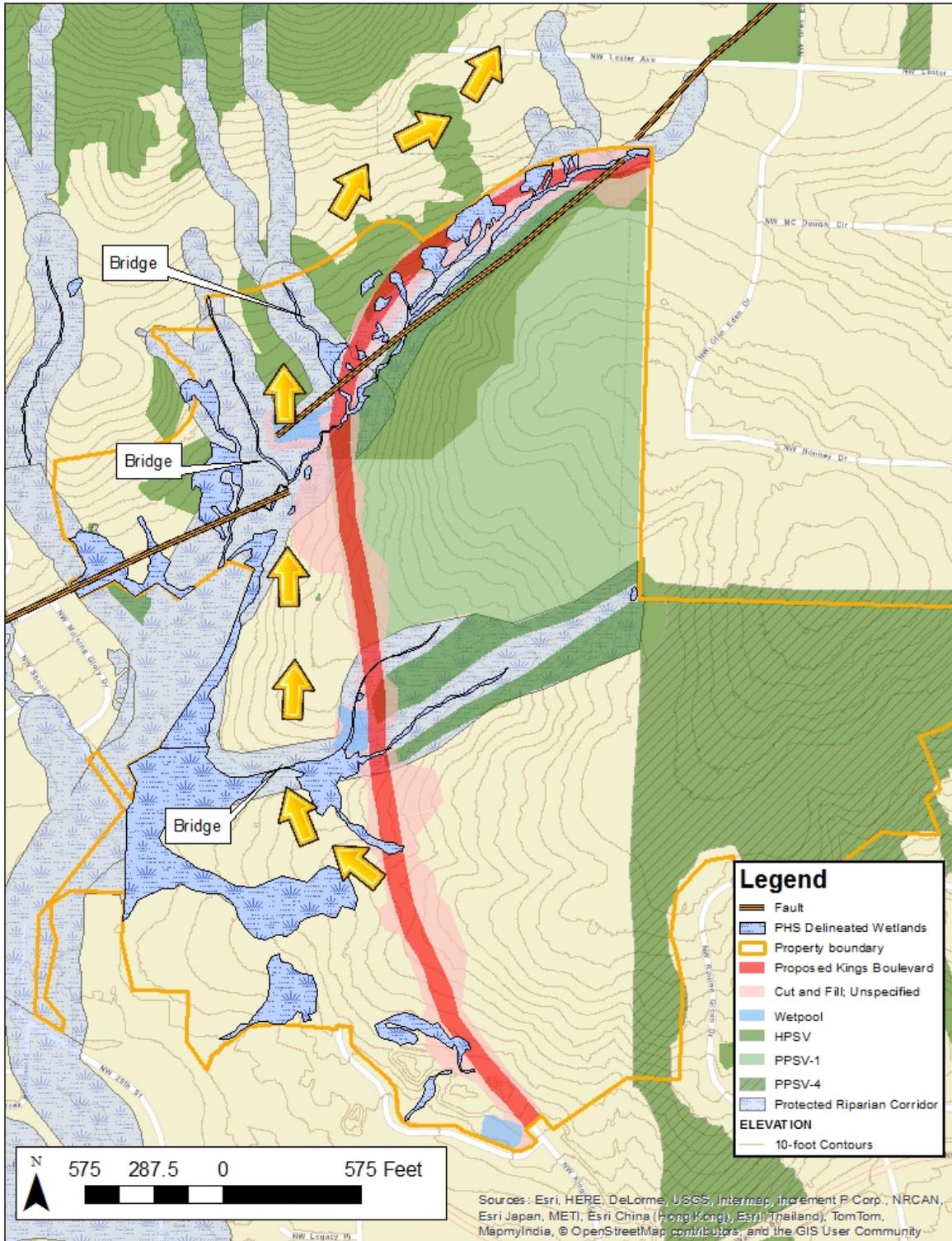
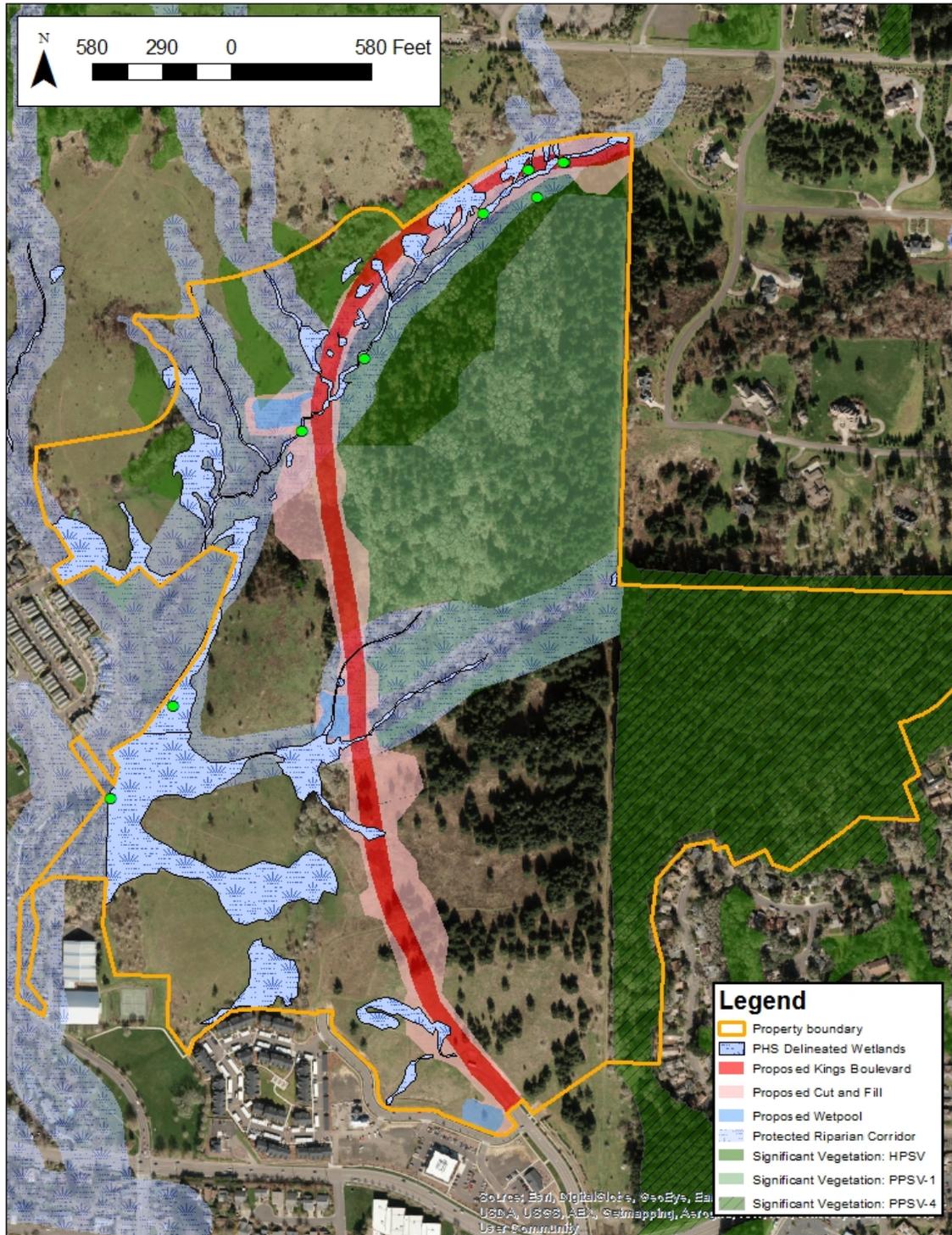


Figure 2. Kings Extension and Natural Features



Sept. 19, 2016

Kings Blvd. Extension – work session public comment.

Dear City Council, For the Kings Blvd Extension, I assume development of the entire right of way will take place before any development occurs? Does this set a legal precedent in the way sites are developed? What alternatives to full build out are there, build only one segment at a time if or when one application for development is finalized and SDC pay for this segment of roadway.

This preserves the remaining hill slope and view shed if the site is only developed to a lower percentage than from 100% build out.

Light pollution, fragmentation of habitat, view shed deterioration, ongoing and constant v shaped valley amplified topographic car noise and run off of chemicals into all drainage way will result from full build out of Kings and all the other roadway and buried utilities and water catchment and release infrastructure.

All remaining natural features will be impacted. Developer is not replacing any of the natural features they destroy, and for all the selections the percent of natural features they destroy should be listed out in English? Graphically it is difficult to see and think about all of these resource, for each station of all the three route alternatives. City Planning seems to be interested in slope angle, so select steeper cuts.

Example of listing out natural features per each section of road or station of roadway could be:

At station one, a 200 year old Oregon White Oak will be cut, ten douglas fir and six white alder will be cut and x tons of the east slope or side of the hill will be opened up. At Station two a ten foot wide riparian corridor will be bridged and a storm water catchment and release facility will be built along with it's own, very steep access/service road and all buried water drainage into this facility will be bulldozed, into very steep hill slope and x tons of native hill slope will be removed. At station 3, 16 doug fir will be cut and are x diameter, and three Oregon White Oak at x diameters and one 40 foot wide spring will be buried. In total the tree plot map should share what all will be cut and what all will be left and with each development the tree which remain may all need to be cut.

How does this process occur if PD applications are not in place to direct this massive landscape scale process? This process will damage the entire valley and if this developer does not build into every square inch here this roadway may be waste of resources, gas, and natural features.

What will occur at the terminus to North East of the parcel with Kings Blvd will it dead end? Does the City have to condemn land to make the connection to Lester Avenue?

This is backward planning and may still not legally valid under City of Corvallis land use process.

With Kings Blvd all other roadway which connect to it, and all buried utilities and all storm water drainage facilities will be built at one time, and this does not appear in this discussion. How many other natural features will be destroyed in when Kings blvd is built? All buried utilities under Kings, out from Kings right of way, and all other roadway and all drainage faculties will be also constructed together with Kings blvd build out.

I see no tree plot map for the various routes as a natural feature this developer proposes to cut extensive and huge number of trees at all age class, over the entire site, for Kings Blvd extension.

A tree map should be part of the evaluation of these natural features to be conserved or destroyed with the route and total build out of 100% of Kings Blvd., and all the connector roadway.

Routes offered save or take away what trees and at what ages? Oregon White Oak are important resource for Willamette Valley ecosystem. Cutting an oak takes away significant habitat resource, increases progression of decline of Oregon White Oak ecology and increases global warming. Applicant will not replace any lost native trees for the loss of significant numbers of Oregon White Oak forest volume, and other hardwoods such as Big Leaf Maple, Madrone, Cherry, Walnut, Cedar. Tree planted and grass planted will not replace lost 300+ year old Oregon White Oaks.

Attachment A is missing Wetland non locally protected and Delineated locally protected wetland graphics.

I do not see them in on the staff report, meeting packet maps I am looking at for this meeting. A hydrology map would be useful, to unbury it from the applicants presented messy too much information maps, and show just hydrology, stream locations, springs, wetlands and floodplains, so uncluttered, view can be seen to do comparison for locations of all the roadway not just Kings blvd and show all the hydrologic features which will be impacted.

Steep slopes hopefully can be evaluated in relation to allowing developer to be granted the permit to cut beyond expectable cut and fill standard to allow this develop to spend less money possibly on location of Kings Blvd so it aligns with 29th and all the other roadway connections that Kings will have to make. Slope angle map graphic cut away view would be nice for the proposed routes, and this is not in the meeting materials in packet that I see. At station one the grade is at station two the grade is at station three the grade is and the changed man made grade will be what?

I see that much of 29th appear on top of City of Corvallis Parks ownership and City is ok with giving land to this developer for a road project and not asking this road location to move into their ownership? Possibly since the city will get these roads to manage the developer is maximizing sellable land by moving the roadway off their tax lot as much as possible.

The location of 29th is not being changed it appears and it's location appears to be in City ownership. They are doing this because it aligns with Kings Blvd with less cost

to build or because they will plan to place the roadway on city land to save space for building lots.

Fault lines which is documented may be part of this map but I do not see information graphically, and possibly this is not an issue since homes will not be placed on/over a documented fault but roadway/buried utilities will be. Safety of home above and below a fault area, on steep slopes and fill may be a man made landslide problem which increases over time and costs the city funds to keep on stabilizing roadway areas at fault locations. Homes in the area may already be documented to be moving or have deterioration in foundations as they are built on rotting basalt and sandstone.

If the fill placed in Kings Blvd liquefies and or slides downslope and into homes built below steep slope construction of a large portion/area of Kings Blvd, the associated buried Sewer line, water line may rupture, add problems to homes below the steep slopes of Kings Blvd in an earth moving event.

But normal movement of fill may also be needing to be stabilized and City may need to keep on finding funding to stabilize and repair a moving roadway when this developer give the roadway to the city to manage. How safe are lots below very steep cut and fill areas going to be?

Costs in long term repair and or safety because of slope angles of construction, presence of ancient still active landslide areas, erosion of fill downslope, repair of roadbed surface as it moves downslope, cracks and grade drops in historic landslide areas, leading to extensive and ongoing, costly retrofitting and repair to stabilize moving areas of this roadbed.

How stable will all the selections be in relation to slope stability and weigh this road will place on rotting basalt and sandstone geology? With area topography, steep slopes and run off may work to keep on adding to this roadways problems. How safe are homes below these selections from landslide, erosion or earth quake related landslide from Kings Blvd?

With drainage issues, all drainage facility for Kings Blvd and associated subdivisions may be built along with Kings Blvd and all the other roadway that are connected to Kings Blvd will also be built.

How are all these facilities impacting the area's older identified natural features if they are constructed in the riparian corridor and not evaluated for natural features loss?

Do natural features need to be ground truthed if they where mapped from aerial images only? How outdated are the data for natural features and should they be evaluated using newer data sets?

I do not see drainage structure, catchment basin construction site graphics in the attachment maps for the Sept. 20. work session and have concern about slope angle and grading limits also for the water catchment/release construction to be built at the same

time/ together with Kings Blvd and all the other connector roadway to be built all at once.

Grading will exceed LDC limits for drainage facilities and drainage facilities are to be built in the riparian flood plain of the headwater drainage of Dixon Creek. This is a natural feature degrade and should be part of this analysis and discussion process.

Hydrologically the more that a creek is built into the less surface area there is so water will erode out to the opposing side of a built structure, creating erosion and sediment transfer to the Willamette River from this location possibly, as erosion keeps on occurring every year as there may be no funds to suppress or control erosion associated with building into the riparian area for entire site's drainage catchment and release storm water system. Future degradation of Dixon Creek in this area may be extensive and ongoing and be too costly to repair and homes and property also could be impacted from flooding due to this limitation in floodplain and riparian area creating changes in stream morphology.

Thanks, Rana Foster